## NORFOLK YARD TO REPAIR WARSHIPS

Equipment to Be Made So That Foreign Ships at Exposition May Be Accommodated.

(Special to The Times-Dispatch.)
NORFOLK, VA., January 14.—Rear-Admiral Rosseau, of the United States Navy,
who has just succeeded Rear-Admiral
Endleott as chief of the Bureau of Yards and Dooks, inspected the Norfolk navy-yards to-day. Simultaneously with the coming of the rear-admiral, announce-ment is made that this Ward will be put ment is made that this Ward will be put in readiness to make any repairs that may be necessary to foreign warships that will be here during the Jamestown Exposition. The ships will be here on the special invitation of the United States, and etiquette will demand that they be provided with necessary accommodations. The coming of the foreigners will mean that the number of workmen employed at the yard will have to be increased.

#### ROAD TO JAMESTOWN.

Convicts Arrive and Work Will Be Begun at Once.

WILLIAMSBUIRG, VA., January 14.—
Superintendent Morgan, of the State Pententiary, arrived here to-day with eighteen convicts to begin work on the macadamized road to Jamestown. This number will be added to as the work progresses. The convicts will be kept in the city iail.

ber win the convicts win be help gresses. The convicts win be help city jail.

Work on the road was to have begun some weeks ago, but owing to unavoidable delays has been postponed until now. The railroad company has been ready to begin shipping rock for some time, but has been waiting on those in the converse here.

ready to besit shipping rock for some time, but has been waiting on those in charge here.

The government crusher at the depot is ready for work, and Mr. Arthur Spoon, who will represent the Federal government, is expected here at any time.

Jamestown Island will be a busy place during the spring and summer. Besides the £5,000 national moniment and the huge government pler there will be a great deal of building for the exposition, included in the building will be the restoration of the historic old church, in which the early settlers worshiped.

A rumor is afloat here that Jamestown will have for the first time in its hislory a newspaper.

There will be thousands of visitors to the island during the summer, and it will probably be a lively place for a year, at least.

#### TEACHERS ORGANIZE.

Boydton Now Has Association for Mutual Help.

for Mutual Help.

BOYDTON, VA., January 14.—The white teachers of Boydton School District met here Saturday in the courthouse and organized a teachers' association for mutual benefit. F. C. Bedinger was made president; W. P. Kemp. vice-president; Miss Rowa Eppes, secretary, and Miss Hattle Homes, treasurer. A constitution and by-laws for the government of the association were adopted. They will meet once a month, Professor T. W. Oziin, principal of the South Hill High School, was present, and addressed T. W. Ozini, principal of the South His High School, was present, and addressed the meeting on the best methods of con-

Angai School, was present, and addressed the meeting on the best methods of conducting the meetings.

There seems to be no longer any doubt, about the fact that Percy Martin, the railroad robber on the Seaboard, has served out a sentence of three years in the penitentiary of Tennessee. The penitentiary authorities wrote to Sheriff Beales that he was sent there in September, 1962, to serve three years. A picture of the man sent and the description given of him corresponds with the Percy Martin here in jail.

The weather here has been almost like spring. The roads are as firm as in midsummer. An unusual sight for January was seen at church yesterday, when appeared with fans, which they used yigorously during the service.

#### ENGINE STRIKES LINEMAN, INFLICTING FATAL HURT

(Special to The Times Dispatch.)
FREDERICK SBURG, VA., January N.—W. L. Lloyd, of Gordonsville, a lineman for the Western Union Telegraph Company, while examining the line along the Richmond, Fredericksburg and Potomac Railroad, traveling on his hand-car, was to-day seriously injured, his carbing struck by an engine, which came suddenly around a turn, traveling at a high rate of speed, and struck the carbefore Mr. Lloyd had time to move it from the track. Lloyd was severely injured about the head and the body. He was brought to the Mary Washington Hospital here, where he died from his injuries two hours later. He was unmarried.

#### UNION BOILERMAKERS OF NORFOLK ON STRIKE

(Special to The Times-Dispatch.)
NORFOLK, VA., January 14.—Union
boliermakers of Norfolk are on strike.
They demanded an increase in wages
from \$2.75 to \$3 a day and eight hours'
work instead of nine, as at present.
Employers are seeking to secure nonunion men in Newport News and Baltimore to take the place of the strikers.
A few men are at work in the shops.

| Dame contract work is tied up.

Delightful Entertainment.

[Special to The Times-Dispatch.]
McKENNEY, VA., January 14.—A very felightful event of last week was the informal social given last Friday evening by Mrs. B. T. Doyle, at her home, in honor of her guests, Miss Bettle Powell and Miss Maud Newcomb. The evening was pleasantly spent in music and games, after which refreshments were served. after which refreshments were served. The table decorations were especially at tractive. Those present were Miss Bet-tie Powell, and Mr. F. H. Gee, Miss Mau Newcomb and Mr. John P. Batte, Miss Eva Butterworth and Mr. George D Powell, Miss Sallie Zehmer and Mr. J Foweil, Aliss Sainte Zenmer and Mr. J. H. Ligonfi Miss Nettle Butterworth and Mr. Richard Harrison, Miss Nan Barrow, of Blackstone, and Mr. R. J. Poweil, Miss Addie Powell, and Mr. James Thweatt, Miss Butterworth and Mr. J. T. Zohner Mr. J. G. Treiber Mr. J. G. Tr Thweatt, Miss Butterworth and T. Zehmer, Mr. and Mrs. M. C. Tucker

Runs Into Open Switch.

Special to The Times Dispatch.)
LEESBURG, VA., January 14.—A passenger train of the Bluement Division of the Southern Railway, scheduled to arrive here on Sunday evening at 6:30 o'clock, ran into an open switch near the freight depot in this place last night, and was derailed. No one was injured, but the coaches were bydly damaged, the track torn up, and traffic delayed for several hours.

#### FALLING TREE PINS FARMER TO GROUND

WINCHESTER, VA., January 14.—
Pinned to the ground under a big tree, which had fallen on him, William McFarland, a prominent farmer of Chambersville, this county, had a remarkable escape from death to-day. He was engaged in hewing timber, when a large tree fell, knocking him down. Being alone, it was a long time before his cries for help attracted the attention of Asa Bhanholtz, who, with others rescued the man from his perilous position in an exhausted condition. His left limb was badly crushed, and he is internally intred, but and fatally,

# BADLY AFFLICTED WITH ECZEMA

For More Than Two Years-Tries Physicians, Patent Remedies, Old Women and Quack Cures and Found No Relief.

#### USES CUTICURA AND IS SOON SOUND AND WELL

"I was very badly afflicted with eozems for more than two years. The
parts affected were my limbs below
the knees. I tried all the physicians
in the town and some in the surrounding towns, and I also tried all the patent remedies that I heard of, besides
all the cures advised by old women
and quacks, and found no relief whatever until I commenced using the Cuticura Resolvent. In the Cuticura and
Cuticura Resolvent. In the Cuticura
Remedies I found immediate relief,
and was soon sound and well. C. V.
Beltz, Tippecanoe, Ind., Nov. 15, '05."

#### DANDRUFF KILLS HAIR Cuticura Soap Kills Dandruff

"I was troubled with dandruff on my head ever since I was twelve years old. I had beaufful hair up to that time. The dandruff destroyed my hair. I tried everything I could hear of. I had no doctor, but I went into a drug store where I was well acquainted and asked the druggist if he knew of anything that would be good for me. He said: 'Of ourse I do. Just get a cake of Cuticura Soap.' I got it, and it did my hair good the first time I used it. My sister-in-law couldn't keep the dandruff off the top of her baby's head, and the hair wouldn't grow. I was there, had a cake of Cuticura Soap with me. I told her about it, and gave her the Cuticura Soap, and in about three months I went there again, the child's head was covered with hair and not a sign of dandruff. My sister said it was the Cuticura Soap. The child is not past three years old and has a lovely head of hair. Mrs. E. W. Shigley, Columbus, Kan., Oct. 25, 1905."

Complete External and Internal Treatment for Every Remore I stants. Childina and Adultices selected to Cuticura.

Complete Esternal and Internal Treatment for Every Bumprel Latinate, Children, and Adults consists of Cutterra Soap (Sc.) in Chasse the Pain, Cutterra (International Society), the Maria Maria, Carlo Charlette, Research (Sc.), (in the Charlette of the Charlette of the Charlette of the Charlette of the Esternation of the Charlette of the Esternation of the Charlette of the Charle

# EVERY CHRISTIAN

Rev. Thomas B. Southall Makes Plea for Clean Sabbath.

[Special to The Times-Dispatch.]
LEXINGTON, VA., January 14.—Rev.
Thompson B. Southall, pastor of the Lexington Presbyterian Church, occupied the
pulpit of Trinity Methodist Church Sunday morning, and preached an able and
convincing sermon in advocacy of suppressing the illegal sale of liquor in Lexington, in which the sale of intoxicants
is forbidden under local option laws,
Mr. Southall's subject was "The Kingdom of God," which he defined to be
the complete reign of God over society,
public as well as private. After numthe complete reign of God over society, public as well as private. After numerous Bible quotations, justifying his position as to what the kingdom of God is, Mr. Southall threw the burden of responsibility for a clean municipality on every Christian in the community. He declared the failure to break up the "blind tigers" in operation here due either to securing insufficient evidence or the miscarriage of justice. As a means the miscarriage of justice. As a means the miscarriage of justice. As a means of arousing a wholesome public sentiment favorable to better conditions, he advocated the organization of a civic league, to be composed of the good people of the community, and declared that no evil can continue when condemned by public sentiment.

## BOYS ADMIT THEY TRIED TO WRECK TRAIN

One Is Sent to Prison for Two Years, Other for Six Months.

[Special to The Times-Dispatch.]
SUFFOLK, VA., January 14.—In Nan
semond Circuit Court to-day Charles
Williams and John Outlaw, boys, were Williams and John Outlaw, boys, were indicted for attempting to wreck an Atlantic Coast Line passenger train by placing obstructions on the track. Both pleaded guilty. Charles got two years and Otulaw six months.

For setting on fire the Nansemond county jail with a view of escaping, Nathaniel Parker received a five-year sentence, with four years additional for cowstealing. He pleaded guilty on each count.

count.
John Harrison was indicted for the
murder of Sam. Haskins, Joseph Wilson
for forgery and George Taylor for throwing bottles into a Southern Railway passenger train.

#### MOOTED QUESTION.

Location of New Public Building

Under Discussion.
(Special to The Times-Dispatch.)
FREDERICKSBURG, VA., January 14 FREDERICKSBURG, VA., January 14.

—Rival delegations loft here to-day for Washington to appear before the officials in the Treasury Department, each advecating a different site for the public building to be crected here by the government, to-day having been fixed as the last day on which hearings would be granted by the department. Many citizens desire to see the building erected on Main Street, the main thoroughfare here, which, however, is on one side of the town, being only one square from and running parallel with the river. Others prefer the corner of Prince Edward and George Streets, a point more nearly the centre of the city, but somewhat removed from the principal business section.

#### TOWN VOTES TO HELP AUNT OF ADMIRAL DEWEY

(Special to The Times Dispatch.)
LENINGTON, KY., January 14.—The
trustees of Ellzaville, a little village, near
this city, to-day met and subscribed
\$10 weekly for the maintenance of Sarah Dewey, aged seventy-five years, who is a first cousin to Admiral George Dewey, a hero or Manila Bay naval fight. Miss Dewey is penniless and helpless.

## LAX SYSTEM IS MENACE TO LIFE

vas conspicuously lacking in several of was conspicuously lacking in several of the operating departments of the road. The habit of operators in changing shifts and substituting for each other sometimes subjected them to eighteen hours' work, a period beyond the safety limit. The high rate of speed on passenger trains operated on this road is another contribution to the dangers of travel, and it is declared that under the physical and traffic conditions of the portion of the road where the wreck occurred such high speed should be forbidden.

Menace to Life.

Menace to Life.

Even more important is the pronounce Even more important is the pronouncement of the commission as to conditions on railways in general, which result in a grave menace to human life. Coupled with this is a ringing demand for such regulations by the railways and such legislation by the State as will make criminal negligence, resulting in loss of life or limb, a penal offense. The habit of permitting trainmen to work excessive hours, whether it be compulsory or permissive, is productive of the same grave danser. Overtaxed physical endurance has ever been one of the most prollific causes of disaster. In its powerful appeal for more adequate safeguards appeal for more adequate safeguards around human life, the commission makes a ringing demand for effective legislation,

around human life, the commission makes a ringing demand for effective lexislation, holding those directly and criminally responsible for loss of life punishable in the courts, whether it be president, manager or brakeman.

A piesa is made for the punishment, not alone of the individual employe, but of the official whose negligence in the enforcement of regulations permits such violations of regulations permits such violations of regulations to go unpunished.

In its conclusion the commission thus sums up its recommendations and conclusions in a single sentence: "If the laws now in existence are adequate to this end (the punishment of criminal negligence), they should be enforced; if additional legislation is needed, it should be promptive enacted."

As is well known, the commission is without jurisdiction to enact or enforce criminal laws, and all it can do is to direct public attention to the need of such statutory enactments.

such statutory enactments

The Great Wreck.

The Great Wreck.

The commission recites the details of the collision between southbound passenger trains Nos. 37 and 33, of the Southern Railway, near Lawyer's, Va., November 29th, and the disastrous and fatal consequences. It recalls the fact that the commission, on the 11th of December, had an investigation to ascertain the causes of the wreck, in which the train crews of both trains and several officials of the road testified.

With this preliminary statement the commission summarizes its conclusions in eight separate sections as follows:

1. That Block Operator Mattox, at Rangoon, failed to ascertain that the block

goon, failed to ascertain that the block goon, laised to ascertain that the block was clear, and so notify the operator at Lawyers, and have received from him the messages signal displayed, both of which he was required by regulations to do before allowing No. 31 to enter the

2. That Conductor Loving erred in not cutting out the defective car at Lynchburg, owing to which the delay to No. 37, which contributed to the accident, was caused later. He should have reported the condition of his train to the dispatcher and asked instructions.
3. The commission is in doubt from the evidence whether Flagman Bennett went hack as far in year of the peried train.

3. The commission is in doubt from the evidence whether Flagman Bennett went hack as far in rear of the parted train, No. 37, as the time at his disposal permitted, but even if he had he could probably not have prevented the collision.

4. That the rule requiring the flagman to go back a required distance to flag approaching trains could not have prevented the disaster, owing to the failure of the block signal-man to observe the rules. A rule requiring a time separation of trains is suggested as an additional safety-guard.

5. The commission declares that the operation of the signal station at Lawyer's by Block Operator Jacobs was highly unsatisfactory, as was his evidence.

6. The commission strongly condemns the lack of supervision of the signalmen by some one in authority to see that requirements were fulfilled by them; to prevent their exchanging turns and to require them to turn in block sheets for inspection, and their allowing visitors in the office.

7. The evidence adduced shows that 1. The evidence adduced shows that operators were employed without sufficient experience and after inadequate examination as to qualifications.

8. That Dispatcher Thornton at Lynchburg should have known of condition of train 33, and that definite instructions should have been given the conductor as train 33, and that definite instructions should have been given the conductor as to handling the car with defective coup-

Some Conclusions.

Taking up the more general aspects of the situation, the commission declares: "The investigation of the immediate cause of this unfortunate accident is of secondary importance as compared with the investigation of the general conditions under which this and similar disasters have been occurring on the Southern Railway with alarming frequency. The commission is authorized and presumably directed by the Constitution of Virginia and by acts of the General Assembly to conduct such investigation of accidents on any transportation line as the public interest may require. Such investigation would fall far short of its manifest purpose and be well-nigh barren of beneficial results were it a mere recital of facts developed by the evidence as fixing the liability on this or that officer or employe in any particular and the control of the cause of this unfortunate accident is dence as fixing the liability on this or that officer or employe in any particular case. It is the broader question of the Southern Railway, as it affects public safety, that must more seriously engage our official attention, with a view to such recommendations and orders in the public interest as the facts and circumstances may seem to justify and require.

Greatly Overtaxed.

dreatly Overtaxed.

"Proceeding on this line in the light of the evidence adduced in this case and other cases involving loss of life on the Southern Railway which have engaged the official attention of the commission, it becomes necessary to consider the general plan of organization of the Southern Railway in so for as the same may come within antion of the Southern Railway in so far as the same may come within the jurisdiction of the legally constituted authority of this State. There can be no reasonable doubt of the fact that the operating staff of the Southern Railway has been greatly overtaxed. The Danville division, on which the wreck now under investigation occurred, consisted of 637 miles of track, all under the immediate management of a single division superintendent. Such an amount of trackage cannot be successfully handled by a single officer, be his ability and zeal ever successfully handled by a single officer, be his ability and zeal ever so great; a lack of localization and centralization of competent authority must inevitably follow such conditions. Directly flowing from this condition we find that the discipline which must obtain on a well-regulated railway was conspicuously lacking in several of the operating departments under investigation.

"It was shown that the operators

"It was shown that the operators and signalmen charged with the important duty of directing the movements of trains were under no immediate supervision; the manner in which



### Faddish or Fadless-

we sell clothes of both sorts. Youngish Suits for young men and men who like to look young.

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Buy that Suit or Overcoat you need now and here, and save \$5 to \$10 for other things.

\$20.00 | Men's Suits | \$14.75 | \$22.50 |

## Jacobs & Levy.

#### What Commission Says of Southern Railway

There can be no reasonable doubt of the fact that the operating staff of the Southern Railway has been greatly evertaxed.

Further contributing to the dangers of travel is the seemingly high rate of speed of many of the passenger trains operated over the Southern Railway.

The commission is of opinion that the operation of signal station at Lawyer's by Operator Jacobs was highly unsatisfactory, and his evidence in the investigation also unsatisfactory. It has been brought to the official attention of the commission in this connection that crews on freight trains are sometimes permitted to be on duty

as much as forty to forty-five hours in succession. The evidence tends to show that operators or signalmen were and have been employed without sufficient experience, and after the slightest and most insufficient examination as to their qualification to perform the duties of their position.

However much such wholesome laws However much such wholesome laws may act as deterrents upon corporations from the sacrifice of human life, the full measure and power of the law in this regard will not have been reached until its strong hand has been laid heavily upon the individual, be he president, manager or brakeman, whose negligence or infidelity to trust has brought death and suffering to his fellow-man.

The citizen has the right to ask and expect at the hands of the State the enactment and enforcement of laws which will reach the guilty corporation and also the guilty individual representative of the corporation, be he officer or employe of that corporation.

The criminal negligence of an em-Ploye, resulting in injury to person or loss of life, should be severely punished, and if it appears that there was also criminal negligence of higher employes or officers directly contributing to such disaster, such officer should

made the subject of any special in-quiry by any officer or superior charged with that immediate respon-sibility. The method of selection of operators seems to have been loose and unsystematic; the degree of knowledge and experience, not to say skill, of these operators seems not to knowledge and experience, not to say knill, of these operators seems not to have engaged the serious attention to which this important question was entitled; nor did the subject of general fitness of these operators, from the standpoint of character and habits, both before and after employment, receive such official attention as the public interest required. The block sheets kept by these operators were not examined from time to time by any supervising agent or officer, an omission which destroyed in a large measure the element of safety which these sheets were intended to provide. It was further shown that these operators were in the habit of exchanging work with each other, resulting in continuous service on the part of one operator for eighteen hours or more, a period beyond the safety limit, which should have been promptly detected and remedied in the ordinary. should have been promptly detected and remedied in the ordinary course of business.

#### High Rate of Speed.

"Further contributing to the dangers of travel is the seemingly high rate of speed of many of the passenger trains operated over the Southern Rullway. It was shown by the evidence of some of the oldest and most trusted employes of that road, including enginemen of undoubted intelligence and judgment, that the rate of speed of several massenger trains was gence and judgment, that the rate of speed of several passenger trains was beyond the limit of safety. These unduly fast schedules necessarily resulted in a failure to maintain them, with the consequent confusion and added danger from the operating standpoint, and great inconvenience to the traveling public. The efforts to maintain these schedules over the grades and curves of the Pledment region and along a single track overgrowded with traffic, were necessarily attended with a considerable degree of hazard, while it kept the operating department and the train crews under more or less of a nervous strain in the effort to accomplish the impossible, thus adding new elements of danger on every hand. ger on every hand.

ger on every hand.

"The commission, while not undertaking to control the speed of passenger trains, or to discourage reasonably fast schedules, must, in the interest of public safety, hold that schedules should be fixed with reference to physical and operating conditions, and not by the passenger department of the road with a single view to meeting competitive conditions in passenger traffic,

"The duty of the company is first

"The duty of the company is first to consider their roadbed, track, grades and curves, together with the

traffic moving over the line, and then adjust their schedules to the requirements of safety under these ascertained conditions. If these physical and traffic conditions are such as to forbid the runing of passenger trains as such speed as to meet the reasonable demands of the traveling public, the road must make prompt and speedy improvement of physical conditions to the point where trains can be operated under schedules which are safe, and at the same time reasonably safe. Fending such improvement the schedules should be lengthened to the point of safety.

Excessive Hours.

Excessive Hours.

"It has been brought to the official attention of the commission in this connection that crews on freight trains are sometimes permitted to be on duty as much as forty to forty-five hours in succession. It is true that these excessive hours are not compulsory, but rather permissive, but the fact remains that the danger arising from this practice is the same, whether from the one cause or the other. The lives of members of these train crews are constantly endangered by acts of omission or failure to observe rules which are necessary, not only to the public safety, but to the preservation of their own lives as well. Excessive Hours.

lives as well.
"It is impossible to consider the "It is impossible to consider the hazards of passenger travel separate and apart from the freight service, since an order for the meeting or passing of a freight train by a passenger train must be as rigidly observed by both crews for the protection of lives as if it were for the meeting or passing of two passenger trains. Neither public safety nor the safety of train crews can be properly safeguarded while responsible members of these crews, either in whole or in part, voluntarily or involuntarily, have been on duty for periods greatly beyond the limit of safety.

"However commendable may be the zeal of a conductor, engineer or flagman to serve the interests of his employers, or to serve public interests, or however pardonable may be his desire to earn as much as human strength will permit, yet experience has taught the lesson that overtaxed physical endurance has ever been one of the most prolific causes of disaster.

"Occasions it is two wow rear

disaster.

"Occasions, it is true, may arise, such as unavoidable delays of trains in reaching the terminus of a division, which require trainmen to exceed the hours of safety in order to accomplish a natural or normal service; but such occasions occur with sufficient frequency on well-regulated railroads to give ample test to the powers of trainmen for sustained endurance, without voluntarily and unreasonably overtaing such powers.

Dulas Discognarded

unreasonably overtaxing such powers.

Rules Disregarded.

"The rules under which the Southern Rallway is operated are those of the American Rallway Association, which presumably represent the best thought and experience of the day on the Important subjects of transportation. Whatever may be the perfections or imperfections of these rules, the observation of them by the employes of the Southern Rallway would have certainly prevented the accident under investigation. The all-important matter, both to the rallroad itself and to the public, is that the operating rules shall be observed—observed not only by one class of operating officers or employes, but by all. The safety of the public and of the trainmen is absolutely dependent upon this observance of operating rules. It is, therefore, a matter of vital concern, and one which should engage the most serious attention and earnest thought of law-makers, courts and the whole body of our citizenship, particularly including that great army of worthymen, railroad employes and others, whose vocation subjects them to the daily hazard of the rail.
"A railroad organization, in its operating department, consists of a great number of units, each unit representing a responsibility to the public Rules Disregarded.

number of units, each unit represent-ing a responsibility to the public which cannot be thrust upon another. Be a unit great or small, it must fill

which cannot be thrust upon another. Be a unit great or small, it must fill its appointed place, and unfailingly sustain the maximum pressure brought to bear upon it in the natural order or plan of the organization. Human wisdom has failed to provide any scheme which does not involve the human unit.

"Our laws have wisely provided heavy liability in pecuniary damages and penalities upon the transportation company itself for a failure to guard well the fite and limb of the citizen. These laws should continue to be rigidly enforced; but, be they enforced ever so well, yet they represent at best only in dollars and cents the lives of men and women, and give but an inadequate commercial return for that which has been taken, but cannot be restored.

#### Must Reach Individuals.

Must Keach Individuals.

"However much such wholesome laws may act as deterrents upon corporations from the sacrifice of human life, the full measure and power of the law in this regard will not have been reached until its strong hand has been laid heavily upon the individual, be he president, manager or brakeman, whose negligence or infidelity to trust has brought death and suffering to his fellow-man. Let those who are directly and criminally responsible for loss of life be held answerable to the law and at the bar of public opinion, and a long step will of public opinion, and a long step will have been taken in the right direction.

"To say that the corporation itself is responsible for results arising from the employment of neglectful or unis responsible for results arising from the employment of neglectful or untrustworthy agents, is to state the truth, but only half the truth, as it affects the question of public safety, and must not be allowed to obscure the public mind with respect to the added responsibility of every officer or employe of the company to the public and to their fellow-officers and co-employes. Recognition of such responsibility and the enforcement of it, not alone in the interest of patrons, but also of all classes of the employes of railroads, would seem to commend itself to thoughtful men everywhere. "The man who accepts employment in the operating department of a railroad company assumes a duty not alone to his immediate employer, but a duty also in a much larger sense to the public and the State. The railroad company is under obligation to itself and to the public to see that this double duty of the employe is faithfully performed, and it is equally the individual obligation of the employe to perform it. The power of the State is sufficient to

equally the individual obligation of the employe to perform it. The power of the State is sufficient to punish both the corporation and the individual employe for failure to discharge the duty which both owe to the public, when by reason of it or their criminal negligence innocent persons have been injured or killed. The citizen has the right to ask and expect at the hands of the State the enactment and enforcement of laws which will reach the guilty corporation and also the guilty individual representative of the corporation, be he officer or employe of that corporation.

### The First Duty.

"The first Duty.

"The first duty of the corporation is to the public it has undertaken to serve, and its duty to the stock-holders only begins when this primary and paramount obligation to the public has been fulfilled. Economy of expenditure by corporations in the interest of the stockholders can only be justified after its duties



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Gives prompt results. If you are run down or weakened by overwork or ill-health, this is the one dependable builder for you to try. It picks you right up. You feel better from

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FEHR'S MALT TONIC DEPT., Louisville, Ky



and obligations to the public from the standpoint of reasonable comfort, safety and efficiency of service have been recognized and performed.

"The performance of this fundamental obligation of the corporation to the public should be enforced with all possible visor, and yet safety will not be secured to the citizens until the individual representatives of the corporations guilty of criminal negligence shall have also been made answerable therefor to the State in the courts of the Commonwealth. The criminal negligence of an employe resulting in injury to person or loss of life should be severely punished, and if it appears that there was also criminal negligence of higher employes or officers, directly contributing to such disaster, such officer should also be punished, and thus criminal negligence, wherever found, and by whomsoever committed, should be clearly defined by law and punished like other criminal acts. If the laws now in existence are adequate to this end, they should be enforced: punished like other criminal acts. If the laws now in existence are adequate to this end, they should be enforced; if additional legislation is needed, it should be promptly enacted. The commission is without jurisdiction in the enactment or enforcement of criminal laws, but it is within the jurisdiction and one of the duties of the commission from time to time to call public attention, as it now does, to what it conceives to be needed or desirable remedies for evils connected with the operation of public service corporations."

#### NEGRO CONFESSES ASSAULT ON TWO MEN

(Special to The Times-Disoatch.)

FREDERICKSGURG, VA., January

14.—Messrs, John Payne and K. N. Savee,
both of Spotsylvania county, as they
were leaving the city for their homes
late Saturday night, were assaulted, and

Mr. Savee was so badly hurt that he was
carried to the Mary Washington Hospital, where he was treated. He left
the institution to-day. Officers Robinson
and Hall arrested George Scott, a negro,
on suspicion, and he has since confessed
his guilt. Mayor Wallace to-day sent
him on to the grand jury.

#### GETS SECOND DIVORCE FROM THE SAME MAN

[Special to The Times Dispatch.]
DANVILLE, VA., January 14.—In the
Corporation Court to-day Bettle L. Boswell was granted an absolute divorce well was granted an absolute divorce for the second time from her husband, John L. Boswell, who is a local harness-maker. The couple were married for the first time in 1893 in Richmond, and after several years Mrs. Boswell was granted a divorce. A few years later they were reunited. The divorce in each instance was granted on the grounds of cruel treatment and unfaithfulness.

#### NAVY YARD WORKERS GET GOOD INCREASE

cial to The Times-Dispatch.) NORFOLK, VA., January I., -Ine Sec-retary of the Navy has ordered an in-crease in the wages of the three thousand workmen in the Norfolk Navy Yard. The Increase varies from 5 to 25 per cent., ac Gerease varies from a to 20 per canal ac-cording to the grade of men, the men in the lower grades receiving the greater increase and those in the upper the lesser. The men asked for an increase, and the

## MOTHER COMES FOR BODY OF HER SON

Not Having Sufficient Money, Effort to Aid Her Coldly Received.

(Special to The Times-Dispatch.) ROANOKE, VA., January 14.—Mrs. Blanche Mays, mother of Wallace Mays, arrived here to-day without means to pay for taking the body of her son t Staunton. Two citizens who went ou to solicit subscriptions collected only to solicit subscriptions collected only \$6. The mother is stopping with her sister, mother of the murdered woman. At a meeting of citizens to-night a committee was appointed to arrange for a Ronnoke exhibit at the Jamestown Exposition.

The Norfolk and Western telegraphers have decided to ask for an eighthour day and twenty per cent, increase in wages.

#### Pierce-Combs.

(Special to The Times Dispatch.)
FREDERICKSBURG, VA. January
14.—Cards are out for the trairriage of
Dr. C. T. Pierce and Miss Ressie Combs,
daughter of Rev. and Mrs. L. R. Combs,
both of Lancaster county, the ceremony
to take place on January 23d. Glenn Granted Divorce.

# CHARLOTTE, N. C., January 14, Judge Allen, in Superior Court, to-da granted an absolute divorce to P. N. Glenn from his wife Ida R. Glenn, The couple have a beautiful little child, why was given into the custody of the father.

Wanted in Brooklyn. The local police have been asked to be on the lookout for Harry L. Holght, a young man charged with larceny in Brooklyn. The Brooklyn police received information that Holght had come to Richmond.

# The Ease and Comfort

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